

MetroRapid BRT
Austin, Texas
Project Development
(Based upon information received by FTA in November 2010)

Summary Description	
Proposed Project:	Bus Rapid Transit 37.5 Miles, 35 Stations
Total Capital Cost (\$YOE):	\$47.62 Million
Section 5309 Small Starts Share (\$YOE):	\$38.10 Million (80.0%)
Annual Forecast Year Operating Cost:	\$1.82 Million
Opening Year Ridership Forecast (2013):	20,300 Average Weekday Boardings
Overall Project Rating:	Medium
Project Justification Rating:	Medium
Local Financial Commitment Rating:	Medium

Project Description: The Capital Metropolitan Transportation Authority (CMTA) proposes to construct a bus rapid transit (BRT) system along two interconnected corridors: the 21-mile North Lamar/South Congress Corridor and the 16.5-mile Burnet/South Lamar Corridor. The North Lamar/South Congress Corridor extends from the North Interstate Highway 35 park-and-ride lot at Tech Ridge to the planned South IH-35 Transit Center. The Burnet-South Lamar Corridor extends from St. David's North Austin Medical Center to 38th Street at West Avenue near the Medical Center. The BRT lines would share a three-mile segment in central Austin between 38th Street, north of the University of Texas-Austin, and Cesar Chavez Street at the southern end of downtown Austin.

The project includes a real-time passenger information system, traffic signal priority and the purchase of 40 low-floor, multi-door, branded vehicles. Several BRT stations would also link with CMTA's locally-funded commuter rail line. The BRT system would operate via existing arterial streets and would parallel the region's main highways that serve central Austin: I-35 to the east and Loop-1 to the west. The service would operate with ten-minute headways during peak periods and 15-minute headways during off-peak periods. An existing bus maintenance facility would accommodate the BRT vehicles.

Project Purpose: Austin's rapid population and employment growth have contributed to considerable increases in traffic congestion during peak periods, resulting not only in a decline in mobility, but in air quality as well. Travel demand continues to outpace the region's ability to add vehicle capacity to the highway system. The goals of the BRT project are to provide a reliable transit mode that offers competitive travel times and has the capacity and flexibility to penetrate and serve core activity centers, substantially reduce travel time, and provide transit service that is consistent with regional transportation plans. A key objective of the proposed BRT service is to reduce travel time by 20 percent relative to existing bus service (local and limited stop); this would be achieved through traffic signal prioritization and limited stops.

Project Development History, Status and Next Steps: A simplified alternatives analysis was completed in summer 2008. FTA approved the MetroRapid BRT project into project development as a Very Small Start in February 2009. FTA issued a Categorical Exclusion in March 2009. A Project Construction Grant Agreement is anticipated in mid-2011. Revenue operations are scheduled to begin in August 2013.

Locally Proposed Financial Plan		
<u>Source of Funds</u>	<u>Total Funds (\$million)</u>	<u>Percent of Total</u>
Federal: Section 5309 Small Starts	\$38.10	80.0%
Local: Dedicated Sales Tax	\$9.52	20.0%
Total:	\$47.62	100.0%

NOTE: The financial plan reflected in this table has been developed by the project sponsor and does not reflect a commitment by DOT or FTA. The sum of the figures may differ from the total as listed due to rounding.

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